

AMENDMENTS TO THE SPECIFICATION:

Please replace the paragraph beginning at page 1, line 3 with the following:

The invention pertains to a lock assembly for a mobile part of a vehicle body such as a hatch or door, especially for a rear hatch ~~of the type indicated in the introductory clause of Claim 1.~~ Here a mobile part is free to move with respect to a stationary part of the vehicle body, this movement normally being of a pivoting type between a closed position and an open position of the mobile part. The closed position of the mobile part is secured by a lock. Such locks are usually operated electrically and/or by remote control. In an emergency, however, such as when the electrical control system fails, the lock can be unlocked mechanically by using a key to actuate a lock cylinder.

Please replace the paragraph beginning at page 5, line 15 with the following:

The invention is based on the task of developing a reliable lock assembly of the type indicated above ~~in the introductory clause of Claim 1~~ which is designed to be more compact in the

depth direction. This is accomplished according to the invention ~~by the measures cited in Claim 1~~, to which the following special meaning attaches:

Please replace the paragraph beginning at page 10, line 10 with the following:

It can be seen from Figure 4 that the handle 21 is designed as a two-layer plate; it comprises a base plate 22 and a decorative arched plate 23. The decorative plate 23 carries a company emblem 24. Permanently connected to the handle 21 is a lock cylinder 40, which therefore participates in the pivoting movement 25 of the handle 21. This structural unit 20, consisting of the handle 21 and the lock cylinder 40, is referred to as the "combination", as previously mentioned. The lock cylinder 40 in this case is integrated into the material of the handle 21 and is located on the handle's rear side, characterized by the number 26 in Figure 4. A cylinder housing 42 holds the lock cylinder 40 and is designed as a single unit with the base plate 22 of the handle 21. The cylinder axis 44, indicated in dash-dot line in Figure 3, is essentially parallel to the plane of the base plate 22 and lies in the same perpendicular plane as that in which the pivoting movement 25 of the combination 20 takes place. Figures

1-7 show the closed position of the combination 20, which is emphasized in Figure 3 by the auxiliary line 20.1. In this case, the visible side of the combination 20 is essentially flush with the body of the rear hatch 10. The lock cylinder 40 ~~20~~ is protected in the interior of the housing.

Please replace the paragraph beginning at page 11, line 20 with the following:

In the housing 30, a "stationary opposing rotating coupler element 35" is assigned to this movable rotating coupler element 45; this opposing element has a flat profile piece 37, which serves as its coupling point. When the two parts are coupled together, the flat profile piece 37 fits into the interior space 47 of the fork of the movable rotating coupler element 45. The stationary opposing rotating coupler element 35 is supported rotatably at a defined point in the housing wall 33 by means of a bearing neck 36. On the outside of the housing 30 ~~31~~, it is connected nonrotatably by way of an intermediate element 34 and a restoring spring 38 to a driver 16. A link chain 50, which, in the present case consists of a Bowden cable and which leads to the lock in the rear hatch 10, is connected to the driver 16. The core 51 of the Bowden cable, as can be seen at 17 in Figure 6, is

hooked onto a terminal claw on the driver 16. The sheath 52 of the Bowden cable 50 is attached at 18 to the housing 30. When the lock is in its locking position, the driver 16 is in the starting position indicated in solid line in Figure 6, emphasized here by the auxiliary line 16.1. The previously mentioned restoring spring 38 determines this starting position 16.1. In dash-dot line, Figure 6 also shows the actuating position, designated by the number 16.2, of the driver 16. When the driver 16 is pivoted into this actuating position 16.2, the core 51 of the Bowden cable is carried along, and the lock of the rear hatch 10 is released. Thus the rear hatch 10 can now be opened, as will be described in greater detail on the basis of Figure 8.

Please replace the paragraph beginning at page 13, line 5 with the following:

In the down position 20.1 of the combination 20, the previously described movement of the driver 16 is not possible, because the cylinder axis 44 of the movable rotating coupler element 45 is separated from the axis of rotation of the stationary opposing element 35 by the angle 19 shown in Figure 3. It is also impossible to rotate the lock cylinder 40, because the handle 21 of the combination 20 makes the interior 32 of the

housing inaccessible. This situation changes, however, when the combination is pivoted outward into its open position 20.2 shown in Figure 8. Now the cylinder axis 44 is aligned with the axis of the stationary opposing element 35, and the movable rotating coupler element 45 is therefore in rotational engagement with the opposing element 35. That is, the flat profile piece 37 of the opposing element 35 is located in the interior space 47 of the movable rotating coupler element 45. When it is in the outwardly-pivoted position 20.2, furthermore, the keyhole of the lock cylinder 40 is readily accessible to the key 41. If the correct key 41 is inserted into the lock cylinder 40, the turning of the key leads to the previously described movement of the driver 16 ~~60~~, which acts on the lock. Torque is thus transmitted between the lock cylinder and the driver 16, which leads to the lock. By turning the key 41, the lock can be shifted between its locking position and its unlocking position in an emergency situation.

Please replace the paragraph beginning at page 19, line 13 with the following:

38            restoring spring 35 ~~45~~ (Figure 3)